

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

Claims 1-9 (canceled).

10. (currently amended): A run-flat pneumatic tire comprising;

a radial carcass extending between a pair of bead cores embedded in the respective bead portions to reinforce a pair of sidewall portions; and a tread portion comprised of one or more rubberized cord plies,

a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion,

a bead filler rubber taperingly extending from a position just above the bead core toward an end of the tread portion,

a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply from a position near to the bead core in the bead portion to a position near to the end of the tread portion and having substantially a crescent shape at section thereof, and

a rubber protection sheet being softer than the rubber reinforcing layer ~~and the carcass ply nearest thereto~~, an entirety of said rubber protection sheet being disposed between the rubber reinforcing layer and the carcass ply nearest thereto and within a zone extending inward from a position of a line segment in parallel to the rotating axial line of the tire passing through an outer end by the bead filler rubber in the radial direction of the tire, and

wherein the rubber protection sheet has $\tan \delta$ at 25°C of 0.04-0.11.

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appln. No. 09/443,460

11. (previously presented): A run-flat pneumatic tire according to claim 10, wherein at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

12. (previously presented): A run-flat pneumatic tire according to claim 10, wherein in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle 60° outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

13. (previously presented): A run-flat pneumatic tire according to claim 10, wherein the rubber protection sheet is existent between line segments in parallel to the rotating axial line of the tire respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

14. (previously presented): A run-flat pneumatic tire according to claim 18, wherein when the second rubber protection sheet is disposed along the turnup portion of the carcass ply between the turnup portion and the bead filler rubber, a height of an outer end of the second

rubber protection sheet in the radial direction of the tire as measured from an outermost end of the bead core in the radial direction of the tire is not more than two times a height of an intersecting point between the straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of 60° outwardly in a radial direction of the tire with respect to a line segment drawn from a curvature center in parallel to a rotating axial line of the tire toward the inside of the tire and an outer surface of an outermost carcass ply as measured by the above same method.

15. (previously presented): A run-flat pneumatic tire according to claim 10, wherein the at least one rubber protection sheet has 50% modulus of 0.30-0.84 times that of the rubber reinforcing rubber.

Claim 16 (canceled).

17. (previously presented): A run-flat pneumatic tire according to claim 10, wherein the at least one rubber protection sheet has a thickness of 0.4-4.0mm.

18. (currently amended): A run-flat pneumatic tire ~~according to claim 10~~ comprising:
a radial carcass extending between a pair of bead cores embedded in the respective bead
portions to reinforce a pair of sidewall portions and a tread portion comprised of one or more
rubberized cord plies,

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appl. No. 09/443,460

a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion,
a bead filler rubber taperingly extending from a position just above the bead core toward
an end of the tread portion,

a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply
from a position near to the bead core in the bead portion to a position near to the end of the tread
portion and having substantially a crescent shape at section thereof,

a rubber protection sheet being softer than the rubber reinforcing layer, an entirety of said
rubber protection sheet being disposed between the rubber reinforcing layer and the carcass ply
nearest thereto and within a zone extending inward from a position of a line segment in parallel
to the rotating axial line of the tire passing through an outer end by the bead filler rubber in the
radial direction of the tire, and

~~further comprising~~ a second rubber protection sheet being softer than the bead filler
rubber and disposed between the bead filler rubber and the carcass ply surrounding it.

19. (currently amended): A run-flat pneumatic tire comprising:

a radial carcass extending between a pair of bead cores embedded in the respective bead
portions to reinforce a pair of sidewall portions, and a tread portion comprised of one or more
rubberized cord plies,

a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion,
a bead filler rubber taperingly extending from a position just above the bead core toward
an end of the tread portion,

a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply from a position near to the bead core in the bead portion to a position near to the end of the tread portion and having substantially a crescent shape at section thereof, and

at least one rubber protection sheet being softer than the bead filler rubber, and disposed between the bead filler rubber and the carcass ply surrounding it, within a zone extending inward from a position of a line segment in parallel to the rotating axial line of the tire passing through an outer end by the bead filler rubber in the radial direction of the tire,

wherein the at least one rubber protection sheet has $\tan \delta$ at 25°C of 0.04-0.11.

20. (previously presented): A run-flat pneumatic tire according to claim 19, wherein at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

21. (previously presented): A run-flat pneumatic tire according to claim 19, wherein in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the at least one rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle 60° outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appln. No. 09/443,460

22. (previously presented): A run-flat pneumatic tire according to claim 19, wherein the at least one rubber protection sheet is existent between line segments in parallel to the rotating axial line of the tire respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

23. (previously presented): A run-flat pneumatic tire according to claim 19, wherein the at least one rubber protection sheet has a thickness of 0.4-4.0mm.

24. (previously presented): A run-flat pneumatic tire according to claim 19, further comprising a second rubber protection sheet being softer than the rubber reinforcing layer and disposed between the rubber reinforcing layer and the carcass ply nearest thereto.

25. (currently amended): A run-flat pneumatic tire comprising:
a radial carcass extending between a pair of bead cores embedded in the respective bead portions to reinforce a pair of sidewall portions; and a tread portion comprised of one or more rubberized cord plies,
a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion,
a bead filler rubber taperingly extending from a position just above the bead core toward an end of the tread portion,

a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply from a position near to the bead core in the bead portion to a position near to the end of the tread portion and having substantially a crescent shape at section thereof, and

a rubber protection sheet being softer than the rubber reinforcing layer and ~~the carcass ply nearest thereto and~~ being disposed between the rubber reinforcing layer and the carcass ply nearest thereto and within a zone extending inward from a position of a line segment in parallel to the rotating axial line of the tire passing through an outer end by the bead filler rubber in the radial direction of the tire,

wherein the ~~at least one~~ rubber protection sheet has a thickness of 0.4-4.0mm, and
wherein the rubber protection sheet has $\tan \delta$ at 25°C of 0.04-0.11.

26. (new): A run-flat pneumatic tire according to claim 25, wherein at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

27. (new): A run-flat pneumatic tire according to claim 25, wherein in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle 60° outwardly in a radial direction of the tire with respect to a line

segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

28. (new): A run-flat pneumatic tire according to claim 25, wherein the rubber protection sheet is existent between line segments in parallel to the rotating axial line of the tire respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

29. (new): A run-flat pneumatic tire according to claim 25, wherein the rubber protection sheet has 50% modulus of 0.30-0.84 times that of the rubber reinforcing rubber.

30. (new): A run-flat pneumatic tire according to claim 25, further comprising a second rubber protection sheet being softer than the bead filler rubber and disposed between the bead filler rubber and the carcass ply surrounding it.

31. (new): A run-flat pneumatic tire according to claim 30, wherein when the second rubber protection sheet is disposed along the turnup portion of the carcass ply between the turnup portion and the bead filler rubber, a height of an outer end of the second rubber protection sheet in the radial direction of the tire as measured from an outermost end of the bead core in the radial direction of the tire is not more than two times a height of an intersecting point between the straight line drawn from a curvature center of a flange of the recommended rim at an inclination

AMENDMENT UNDER 37 C.F.R. § 1.111
U.S. Appln. No. 09/443,460

angle of 60° outwardly in a radial direction of the tire with respect to a line segment drawn from a curvature center in parallel to a rotating axial line of the tire toward the inside of the tire and an outer surface of an outermost carcass ply as measured by the above same method.